

Cleveland, Cincinnati, BIG 4  
Chicago & St. Louis. ROUTE.

## HOLIDAY EXCURSIONS

ONE AND ONE-THIRD FARE FOR THE ROUND TRIP to all stations on the BIG FOUR. Also to principal points on the BALTIMORE & OHIO SOUTHWESTERN; CHESAPEAKE & OHIO; CHICAGO & WEST MICHIGAN; CINCINNATI & NEW ORLEANS & TEXAS PACIFIC; CLEVELAND, LORAIN & WHEELING; EVANSVILLE & TERRE HAUTE; GRAND RAPIDS & INDIANA; GREENSBORO SOUTHEASTERN LINE; LAKE SHORE & MICHIGAN SOUTHERN; LOUISVILLE, EVANSVILLE & ST. LOUIS; LOUISVILLE & NASHVILLE; OHIO & MISSISSIPPI; OHIO SOUTHERN; PEORIA, DECATUR & EVANSVILLE; ST. LOUIS, ALTON & TERRE HAUTE; TOLEDO, COLUMBUS & CINCINNATI; TOLEDO & OHIO CENTRAL; TOLEDO, PEORIA & WESTERN; WARREN & other lines. Tickets will be sold Dec. 23, 26 and 31, 1892, and Jan. 1 and 2, 1893. All good returning until Jan. 3, 1893. For tickets and full information call at the Big 4 office, No. 1 East Washington street, No. 30 Jackson place, Massachusetts avenue and Union station. H. M. BRONSON, A. G. P. A.

## HOLIDAY RATES

— VIA —

## C., H. &amp; D. R. R.

On Dec. 24, 25, 26, 31, Jan. 1 and 2, the C., H. & D. will sell excursion tickets to all points on their lines at

## One and a Third Fare

FOR THE ROUND TRIP.

Good to return until Jan. 3, 1893. They will also sell at same rate to points on following roads:

BALTIMORE & OHIO;  
BALTIMORE & OHIO SOUTHWESTERN;  
CHESAPEAKE & OHIO;  
CHICAGO & WEST MICHIGAN;  
CINCINNATI & NEW ORLEANS & TEXAS PACIFIC;  
CINCINNATI, JACKSON & MACKINAW;  
CINCINNATI, LEBANON & NORTHERN;  
CINCINNATI, PORTSMOUTH & VIRGINIA;  
FLINT & PERRE MARQUETTE;  
LOUISVILLE & NASHVILLE;  
NEW YORK, PENNSYLVANIA & OHIO;  
TOLEDO, ANN ARBOR & NORTH MICHIGAN;  
WHEELING & LAKE ERIE.

Further information at City Ticket Office, corner Illinois street and Kentucky avenue, 134 South Illinois street and Union station.

H. J. BROWN, General Agent.

## FUNERAL DIRECTORS

## FLANNER &amp; BUCHANAN

72 NORTH ILLINOIS STREET.

Lady Attendant. Free Ambulance.

Only White Team in City.

TELEPHONE 641, ON TAKE ELECTRIC CARS.

## CHAPPED HANDS?

## ROUGH SKIN?

For 25 cents you can get a bottle of

## Potter's Arnica Liqueurine,

combining ARNICA with the choicest Juice of LIME, and other well-known healers. Prominent by ladies the most acceptable preparation they ever used. Gloves after using. Prepared only by F. C. POTTER, Pharmacist, corner Pennsylvania and North streets. Sent by mail on receipt of price.

## Stockholders' Meeting.

Notice is given that the stockholders of the Indiana Insurance Company, of Indianapolis, Indiana, will hold their annual meeting for the election of a president and five directors, and other business, on Tuesday evening, January 10, 1893, at 8 o'clock, sharp. Reports of the year's business will be read.

S. S. BYRAN, President.

M. V. MCGILLIARD, Secretary.

## MURPHY, HIBBEN &amp; CO.

## IMPORTERS AND JOBBERS

(Wholesale Exclusively.)

"Murphy, Hibben & Co. paid duties to the amount of \$1,016.15 on direct shipments of linen goods."—Sentinel, Dec. 17.

## ABOVE comprises advance shipments Table Linen and

Crashes from two of the largest manufacturers in Ireland; several Patterns Crashes to our own order. The attention of the trade is asked to the reliable character of the goods and the very low quotations.

We are in daily receipt advance shipments early Spring Linens, White Goods, Laces, Embroideries, Lace Curtains, Dress Goods, etc., etc.

Stocks Complete in all Departments.

Lowest Prices Always a Certainty.

## SMOKE THE OLD YEAR OUT

## THE NEW YEAR IN.

## THE RED CLOVER CIGAR

A sweet solace and sovereign cure for the blues.

FIVE CENTS—Sold by all first-class dealers.

## THE McELWAIN-RICHARDS CO.

Successors to J. B. McELWAIN & Co. and Geo. A. RICHARDS.

WROUGHT-IRON PIPE.

GAS, STEAM AND WATER GOODS.

TELEPHONE 753. 62 and 64 WEST MARYLAND ST.

ASK YOUR GROCER FOR

## COLUMBIA FLOUR

BEST IN THE WORLD.

ACME MILLS, West Washington street.

WAGON WHEEL, 90c.

ASK YOUR GROCER FOR

## PRINCESS FLOUR.

Local rain or snow; variable winds.

—THE—  
FIRE SALE  
—OF—  
DAMAGED FURNISHINGS,  
CLOTHES AND HATS

Still keeps our force guessing each day what time it will get away for lunch, so fast the people come for the bargains offered.

To-day you will have an opportunity to buy Linen Collars at 25 cents per dozen, all sizes and shapes.

Celluloid Collars at 5 cents each.  
The remainder of the damaged Umbrella stock at 10 cents each.

Manhattan Shirts for \$1 (full dress price, \$1.50 and \$2.)  
\$1.50, \$1.25 and \$1 Silk Handkerchiefs at 35 cents.

Silk Mufflers at 50 cents.  
Cashmere Mufflers, 15 cents.  
Hand Embroidered Initial Cambric Handkerchiefs, 10 cents.

Kid Gloves, 50 cents.  
\$1, 75-cent and 50-cent Neckwear at 25 cents.

\$2.25 Underwear for \$1; \$1.50 and \$1.25 Underwear for 63 cents; 50-cent Underwear for 25 cents.

Smoking Jackets for \$2, and some Mackintoshes as low as \$1.

Clothing and Hats all reduced on account of smoke damage.

## OPEN UNTIL 10:30 TO-NIGHT

— AT —

## THE WHEN

## SURGICAL INSTRUMENTS.

Fracture Splints, Special Trusses, Crutches, Elastic Hosiery, Deformity Braces and Surgical Appliances of every kind. WM. H. ARMSTRONG & CO. 77 South Illinois Street.

## EVANSVILLE SUFFERS BY FIRE.

Loss of \$85,000, Divided Between Three Firms—Three Firemen Injured.  
EVANSVILLE, Ind., Dec. 30.—Fire this morning destroyed the business block occupied by the G. W. Warren, music-house, Gumbert Bros., jewelers, and Smith & Butterfield, stationers. The losses were: Building, \$25,000; G. W. Warren, \$20,000; Gumbert Bros., \$30,000; Smith & Butterfield, \$10,000. The insurance is about two-thirds. Several adjoining buildings were badly damaged. Three firemen were caught under a falling wall and injured seriously.

## Other Fires.

PEORIA, Ill., Dec. 31.—The Enterprise distillery went up in smoke this morning. This was one of the distilleries recently fitted up by the trust, and had only been in active operation. The employees were originally built by Edward Spellman and James Doherty, of this city, who sold it to the trust for \$100,000. It was the building in which Spellman lost his life. This is the third time it has been destroyed.

SHERBOGAN, Wis., Dec. 30.—An overheated stove caused a small fire at the County Insane Asylum, at 3 o'clock this morning, in which Chester Carver, the night watchman, aged sixty, was suffocated. Supt. A. J. Whiffen was seriously burned in endeavoring to save Carver.

CLEVELAND, Dec. 30.—Fire in the works of the Cleveland Gas-Fixture Manufacturing Company, this morning, did \$20,000 damage, insured. All the employees escaped injury, but two girls were carried down the fire escape in a fainting condition.

FREEMONT, Ill., Dec. 30.—Fire this morning destroyed Seely & Reed's dry-goods store. The firm carried a stock worth \$60,000. Little was saved. They were half insured.

## Corbett Wants a \$75,000 Purse.

NEW YORK, Dec. 30.—It transpires that Corbett's manager, Brady, and a representative of the Crescent City Athletic Club met in Broadway last night, and the Southerner inquired how large a purse Corbett would fight Mitchell for. "For as much as he can get," replied Brady. "Well, the Coney Island Athletic Club has recently offered \$50,000 for the contest, and I suppose if we want it we will have to bid \$100,000," said the Crescent City man. "Well, you might have to go a few pegs higher. Corbett wants a seventy-five thousand-dollar purse." "No, sir, we will wait awhile," said Brady, as they parted.

## Bondsmen Finally Settled.

SPECIAL TO THE INDIANAPOLIS JOURNAL.  
DECATUR, Ill., Dec. 30.—The famous cases of Mason county against W. W. Foster, ex-sheriff, which have been in all the courts of Illinois for several years, have been settled by the bondsmen, James Freeman, M. P. Murphy, James Keefe and R. Z. Taylor, paying the whole amount of liability, which was \$1,000. The county and Foster on his bond for \$10,000.

## Bailey Watson's Close Call.

SPECIAL TO THE INDIANAPOLIS JOURNAL.  
CAREY, Ill., Dec. 30.—No. 1 extra west-bound passenger train last evening, when near Vevay Park, demolished a one-horse wagon from under Bailey Watson, throwing the occupant twenty feet in the air. No bones were broken, but he received a dangerous injury to the spinal column.

## STEAMER UMBRIA SAFE

After Six Days of Suspense the Big Cunarder Steams Into New York Bay.

Sighted Off Fire Island at Midnight Speeding Towards the Hook at a Rate that Indicated She Was in Racing Trim Again.

Arrived at Quarantine at 3:30 This Morning, After Fourteen Days at Sea.

Anxiety of Thousands of Friends and Relatives of the Passengers Relieved by the News of the Steamer's Safe Arrival.

Story of Captain Duck, of the Manhansett, Who Saw the Umbria Monday.

She Was Then Tossing About on the Waves, but Was Repairing Her Machinery and Refused to Accept Proffered Assistance.

## ARRIVAL OF THE UMBRIA.

The Long-Overdue Cunarder Reaches the Port of New York in Safety.

NEW YORK, Dec. 31, 3 A. M.—"Umbria" was the name of the signal lights of a big two-funnelled, three-masted steamer flashed to the tower on Fire island at midnight last night. It was, indeed, the long-overdue Cunarder vessel. The operator in the tower lost no time in sending the good news.

The operator took another look through the glass at the steamer. There was no mistaking the big black hull and clean outlines of the Cunard racer. There she was, defined in the clear moonlight. Smoke was rolling from her enormous red funnels and it was plain that Captain McKay had carried his point in bringing the Umbria into port under her own steam. She was steaming directly for Sandy Hook, leaving a long white wake as her screw drove her on towards her destination. Through the operator's glass officers could be seen on her bridge, and everything seemed to be proceeding as usual on board the vessel. Passengers could also be seen moving about, though they were not numerous, and the majority of the weary voyagers were probably safe in bed asleep. That their sleep was sweet, after the hours of tossing in the open sea, may be safely believed.

At the speed she was traveling, the Umbria was due at Quarantine at about 2:30 o'clock this morning. The Umbria's agent, Mr. Brown, hurried down to the mail steamer Pulver, which left the Cunard dock in North river at 2 o'clock to meet the Umbria at Quarantine and take off her mail.

Though most of the grave fears for her safety had been dispelled by the good reports of her which were brought in by the Galileo on Thursday, and the Manhansett yesterday, there was still considerable anxiety every where, for it was unpleasant, to say the least, to have the great passenger ship disabled far out at sea in the Atlantic ocean lately. There were grave fears that in her disabled condition she might not be able to outlive the heavy sea. The joyous news last midnight dispelled all fears, and brought joy to the thousands of friends and relatives of the passengers and crew, and to her owners as well.

The Umbria had a most exciting and hazardous trip. She sailed from Liverpool Dec. 17, and left Queenstown Dec. 18, at 2 P. M. She was due here last Sunday morning, but owing to the bad weather she was not expected till late at night. No great anxiety was felt till Tuesday. On Wednesday the anxiety changed to alarm. On Thursday came the news that the Galileo had sighted her, and yesterday the Manhansett and Ocean both reported her. The Umbria is commanded by Capt. Horatio McKay, and has a crew of 235 men. She has on board 130 first cabin, 125 second cabin and 120 steerage passengers. Among the passengers are a number of prominent people. With something definite to base calculations the feeling in this city about the Umbria was a great deal more comfortable yesterday than it has been, and her arrival this morning was not unexpected.

## TALKED WITH THE UMBRIA.

Captain Duck, of the Steamer Manhansett, Signaled the Disabled Cunarder.

NEW YORK, Dec. 30.—Captain Duck, of the Manhansett, which arrived from Bristol to-day, reports that on Dec. 29, at 1:30 o'clock P. M., in latitude 42° 50', longitude 57° 45', he spoke the Cunarder Umbria lying to with three sea anchors out, repairing her shaft. She expected to finish the repairs the next day and wished to be reported all well. When seen by the Galileo on Dec. 25, the Umbria was in latitude 42° 52', longitude 58° 55', a position further west than where she was seen by the Manhansett.

It was about 2 o'clock in the afternoon of Dec. 26, the day after Christmas, that the steamer Manhansett, out eleven days from Swansea, with a general cargo, bound for New York, and pounding along in a heavy gale with the wind kicking up a mean sea, first sighted the disabled steamer Umbria, laboring in the trough of the sea, rising and falling, plunging under walls of foam, drifting before the heavy gale. The first mate was in charge of the Manhansett at the time and the steamer was scanned with great interest, the hopes that it might have the overdue Umbria in tow. Chief among these was the steamer Lahn, of the North German Lloyd line. She passed about six miles north of the spot where the Cunarder was seen on Christmas eve. It was not, therefore, considered remarkable that she did not see the missing steamer. The Lahn had a very tempestuous voyage. She passed on the way the dreaded Sable island. Other arrivals reported early were the Chicago City, from Bristol, of the Bristol City line, and the Lepanto, of the Wilson line, from Hull. The last named was twenty-two days out and nearly a week overdue. There was also the Regina, the Carmarthenshire and the Ocean. As all these steamships came over the course taken by the Umbria, great hopes were felt that some one of these would have a story to tell about her, or perhaps cover itself with glory by having the big boat in tow. The latter idea was dispelled as soon as the vessels were reported.

## Movements of Steamers.

LEWES, Del., Dec. 30.—Passed: Indiana, from Liverpool, for Philadelphia.

ANTWERP, Dec. 30.—Arrived: Bremerhaven, from New York.

NEW YORK, Dec. 30.—Arrived: Rhine-land, from Antwerp.

had no holes in her sides, no masts gone, no flapping sails hanging in shreds, no injury to her rudder. There was no list to her, and she looked, just as it was afterward learned to be true, merely laying to make repairs.

## A TALK WITH SIGNALS.

The Cunarder had no signals of distress set, and she carried no sail. She had three sea anchors out over her bow, and she was doing her best to keep her nose up in the wind. She was straight up and down in the water, all things considered, she was doing well. The sea anchors, which are great heavy affairs, tied to many hundred yards of rope, dragged along in the water and kept her nose up. She drifted a little with the gale, but not much. She did not look badly off when the Manhansett came up close to her. She had some ice on her, and there were some signals on her smokestack, but that seemed quite natural, for it had been blowing and the storm had been very bad for some days.

The captain and the second mate got out the signal book, and with the gale blowing nastily, the two steamships—the big Cunarder and the smaller Manhansett—placed the little Manhansett aft her smokestacks, began to talk to each other.

"Who are you?" asked the little fellow. The big one told him and said he was out from Liverpool for New York. The big one, before he could tell him anything further, insisted on knowing who he was and what his business was. Then the smaller steamer hoisted the signal, which, according to the book, meant "shaft."

The Manhansett showed an answering pennant to let him know she was understood, and then hoisted "undergoing." The Manhansett signaled she understood, and the Umbria remarked "repairs." Then the Cunarder signaled, "Ready to-morrow." The Manhansett asked if any assistance was required, and the Cunarder replied, "No. Report me to my owners." The Manhansett bade farewell to the disabled steamer, and the passengers waved their handkerchiefs gloomily, and the smaller steamer left the Cunarder toiling with the sea. At that time the Cunarder was about 75 miles east of Sandy Hook, so that she had drifted considerably before the northwest gale that was blowing.

Hardly had the Manhansett left the Cunarder before a steamship with three masts and a single smoke-stack, red, with a black top, came along bound east. Mate Elias and Green, of the Manhansett, saw they thought this vessel to be a Cunarder, bound from Boston to Liverpool. She looked very much like a Cunarder, but it is thought she might have been one of Saturday's vessels from this port. Capt. Duck thinks she was a Cunarder. The vessel talked with the disabled steamer for some time and then went on. It is, therefore, from these interviews, been concluded that the Umbria was not badly damaged, and that she did not break her nose in the because she had done so, she could hardly have assured the Manhansett that she would be ready to proceed in a day.

## CAPTAIN DUCK'S STORY.

Captain Duck came directly from the dock in Jersey City, after the Manhansett tied up to the New York Shipping Company's office, in the Produce Exchange Building. After telling the story of the voyage, which was bolstered all the way over, he went to the office of the Cunard line to tell the reassuring news to the American agents of the line, and this is the way the Captain told his story. "The weather was very hazy at the time, and it was not possible to see any distance ahead. We were within two miles of the Umbria before we caught sight of her. I had altered my course about two points in order to pass by her near enough to signal. It was necessary to be very careful as the sea was heavy. The Umbria was lying to with three sea anchors out to keep her well into the wind. She was drifting with the sea, and on that account, reaching quite easily, I can say, was up. The sea anchors out on three large spars lashed together and put from the steamship by means of a heavy chain cable. I should judge from appearances that the steamer was drifting to the eastward at about the rate of a mile an hour. Though the sea was very heavy many of the passengers could be seen on deck, well muffled up to protect them from the severe cold. I spoke the ship and asked if any assistance was needed and I was told that none was needed. The shaft was being repaired and it was expected that the work would be completed by the end of the day Tuesday. I remained by the Umbria from 1:30 to 3:30 o'clock P. M. Shortly after leaving her I passed a Cunard steamship from Boston, bound east. She came directly by the spot where I saw her sister ship.

"I only wish the captain of the Cunarder had let me get a cable hold of her. I saw Captain Duck, regretfully, with visions of \$75,000 salvage dancing before his eyes. 'I should think that she ought to be here to-morrow if all goes well, and the repairs were completed as expected. She would probably go ahead then at about half speed. She would hardly risk that if it was not for a break and temporary repairs to her shaft.'

Cunard agent Vernon H. Brown said this afternoon, in speaking of the fate of the disabled steamer. "I am not strong enough with which to praise the course of action taken by Captain McKay. I know that there has been some criticism because the Umbria now has the Captain McKay, but I consider that in so doing he has shown himself to be a man of great discretion and judgment. He certainly showed prudence in sagaciously declining the assistance that was offered to him. Suppose, for instance, that he had accepted assistance from either the Moravia or Manhansett, also, that either of these vessels had the Umbria in tow and the gale, which had been blowing from the northwest for the past week had not blown, it would not have been anything unusual if the tow-hawser had parted. In that case what could the Umbria do to save herself? Her machinery was disabled. She would be on a lee shore in a gale of wind, and nothing could save her from destruction and her passengers from the sea. Other arrivals reported early were the Chicago City, from Bristol, of the Bristol City line, and the Lepanto, of the Wilson line, from Hull. The last named was twenty-two days out and nearly a week overdue. There was also the Regina, the Carmarthenshire and the Ocean. As all these steamships came over the course taken by the Umbria, great hopes were felt that some one of these would have a story to tell about her, or perhaps cover itself with glory by having the big boat in tow. The latter idea was dispelled as soon as the vessels were reported.

Quite a fleet of steamships arrived at this port last night and this morning. Each arrival was scanned with great interest, the hopes that it might have the overdue Umbria in tow. Chief among these was the steamer Lahn, of the North German Lloyd line. She passed about six miles north of the spot where the Cunarder was seen on Christmas eve. It was not, therefore, considered remarkable that she did not see the missing steamer. The Lahn had a very tempestuous voyage. She passed on the way the dreaded Sable island. Other arrivals reported early were the Chicago City, from Bristol, of the Bristol City line, and the Lepanto, of the Wilson line, from Hull. The last named was twenty-two days out and nearly a week overdue. There was also the Regina, the Carmarthenshire and the Ocean. As all these steamships came over the course taken by the Umbria, great hopes were felt that some one of these would have a story to tell about her, or perhaps cover itself with glory by having the big boat in tow. The latter idea was dispelled as soon as the vessels were reported.

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## WILL MAKE AN EARLY START

The Political Ball of 1896 to Be Set Rolling Soon by Republican Managers.

Special Session of the National Committee to Be Held at New York in January for the Purpose of Laying Out Plans.

Cleveland Refuses to Withdraw His Opposition to Murphy's Candidacy.

Ex-Mayor Grace Says the President-Elect Wants a New York City Man in the Senate, and Then Proceeds to Boon Mr. Condit.

## THE EARLY BIRD GETS THE WORM.

Republicans Will Begin at Once the Campaign of 1896—Plans Proposed.

SPECIAL TO THE INDIANAPOLIS JOURNAL.

WASHINGTON, Dec. 30.—Chairman Carter will call together the Republican committee for a special session, in New York, early in January. Mr. Carter has been somewhat opposed to taking this action on account of the great expense and time involved in bringing together the members of the committee from all over the United States, but he has been persuaded that an early meeting of the committee will be for the best interest of the party. It is understood that the advice of Senator Quay had not a little to do with Mr. Carter's decision. It is the intention of the Republican managers to begin at once the campaign of 1896. It is to begin that movement in an organized and systematic fashion that the national committee will be called together. The first question that will confront the committee will be as to its own organization. There has been some discussion which was precipitated by Vice-Chairman M. H. DeYoung, of California, as to who really is the chairman of the national committee. Mr. Campbell, of Illinois, was regularly elected to that position, but his resignation was accepted by the executive committee and Mr. Carter was unanimously chosen to succeed him. This executive committee was empowered at the last meeting of the full national committee to take charge of the campaign. That somewhat indefinite commission makes it a matter of uncertainty as to whether the executive committee had the power to select a successor to Mr. Campbell, and it is also a question whether the executive committee, the campaign being over, is even now in existence. There will be no serious disagreement over this question, and the discussion will amicably end in the election of a chairman, who may or not be the present chairman, Mr. Carter.

The position of chairman of the Republican national committee is usually nothing but a name during the